

**INFORMATION REPORT      INFORMATION REPORT****CENTRAL INTELLIGENCE AGENCY**

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**C-O-N-F-I-D-E-N-T-I-A-L**

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COUNTRY **Hungary**

REPORT

SUBJECT **Road Data/Bridges**

DATE DISTR.

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DATE OF  
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PLACE &  
DATE ACQ.

THIS IS UNEVALUATED INFORMATION

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1. An all weather road (#924) ran from Budapest northward toward the Czechoslovakian border and another all weather road (#924) ran from Budapest north northwest to Komarom and continued eastward to Gyor.
2. Both all weather roads were classed as highways and were constructed for heavy usage. They were over eight meters wide. The roads were used extensively to haul military and other type supplies and were considered the best roads in Hungary. Heavy tanks weighing 50-60 tons could travel on these all weather roads.
3. The subbase of the all weather roads consisted of natural clay, rock and sand. The road base consisted of large crushed rock and stones with the top layer of concrete. The terrain through which these roads ran was hilly and in some sections rocky. The roads were inspected periodically and maintained by assigned highway crews.
4. A number of loose surfaced, dry weather dirt roads (#935) ran in the vicinity of Szentendre, Pomaz and Kohegy. Occasionally these dirt roads were usable in winter. This area was extensively used for maneuvers by the Hungarian Air Force Atomic Air Defense School.
5. The dirt roads were approximately five meters wide. The road foundation consisted of natural rock, clay and sand. Occasionally the farmers, villagers and certain units of the army resurfaced and regraded the dirt roads. Gravel and stones which were used for resurfacing the roads were supplied by stone quarries which were located nearby. A "barszet type" stone was used on the dirt roads.
6. Two concrete highway bridges were located between Budakalosz and Szentendre. The load capacity of the bridges was approximately 40 to 50 tons. The bridges were approximately three lanes wide.

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